

OUR JOURNAL DEPARTMENT
HAYING from RIPLEY
...
CHINA MAIL OFFICE

The China Mail

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HONGKONG, WEDNESDAY, JUNE 7, 1893.

日三十月四年己癸

Price, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—J. ALLEN, 11 & 12, Clement's Lane, Lombard Street, E.C. 3.
SHEWAN & CO., 40, Cannon Street, E.C. 4.
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HARVEY & CO., 57, Abchurch Lane, E.C. 4.
SAMPSON & CO., 150 & 154, Tottenham Court Road, W. 1.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$10,000,000.
Reserve Fund, \$3,000,000.
Profits, \$1,000,000.

COURT OF DIRECTORS.

H. HOPKINS, Esq., Chairman.
G. J. HOLLAND, Esq., Deputy Chairman.
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H. E. JOSEPH, Esq., J. S. LAURENCE, Esq.,
H. E. JOSEPH, Esq., J. S. LAURENCE, Esq.,
H. E. JOSEPH, Esq., J. S. LAURENCE, Esq.,

INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months 3 per cent. per annum.
For 6 months 4 per cent. per annum.
For 12 months 5 per cent. per annum.

T. JACKSON, Chief Manager.

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 per cent. per annum.

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Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, \$1,000,000.
SUBSCRIBED CAPITAL, \$600,000.
HEAD OFFICE—HONGKONG.

Directors.

D. GILLIES, Esq., H. SPOLZBERG, Esq.,
CHUN KEE SHAN, CHOW TUNG SHANG, Esq.,
KUAN HOI CHUAN, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Branches.

LONDON, YOKOHAMA, SHANGHAI AND AMOY.

THE COMMERCIAL BANK OF SCOTLAND.

PAID-UP CAPITAL, \$1,000,000.
RESERVE FUND, \$500,000.
PROFITS, \$100,000.

COURT OF DIRECTORS.

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G. J. HOLLAND, Esq., Deputy Chairman.
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Business Notices.

LANE CRAWFORD & CO.

SMITH GLASGOW TOBACCOS.

CUT NAVY.

GOLDEN BIRDSEYE.

GLASGOW MIXTURE.

CALUMET MIXTURE.

GOLDEN FLAKE.

WILL'S

"CAPSTAN" NAVY CUT.

LANE CRAWFORD & CO.

Hongkong, June 7, 1893.

THE MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL.

PROSPECTIVE TARIFF FOR 30th APRIL, 1894.

Board and Lodging in the Hotel by the month for one person.

For One Person: May, 1893, \$100; June, 1893, \$100; July, 1893, \$100; August, 1893, \$100; September, 1893, \$100; October, 1893, \$100; November, 1893, \$100; December, 1893, \$100.

For Married Couples: May, 1893, \$150; June, 1893, \$150; July, 1893, \$150; August, 1893, \$150; September, 1893, \$150; October, 1893, \$150; November, 1893, \$150; December, 1893, \$150.

Average rate for the year under \$90 a month.

Board in the Hotel by the month with Lodging outside the Hotel: May, 1893, \$120; June, 1893, \$120; July, 1893, \$120; August, 1893, \$120; September, 1893, \$120; October, 1893, \$120; November, 1893, \$120; December, 1893, \$120.

For One Person and Bath Room (unfurnished) 1 person: May, 1893, \$65.00; June, 1893, \$65.00; July, 1893, \$65.00; August, 1893, \$65.00; September, 1893, \$65.00; October, 1893, \$65.00; November, 1893, \$65.00; December, 1893, \$65.00.

Further Particulars and information on application at the Office of the Company, 38 and 40, QUEEN'S ROAD CENTRAL, or at the Hotel.

Hongkong, April 27, 1893.

HONGKONG HOTEL.

Telegraphic Address: "Keweenaw" A. B. C. Code.

THE MOST COMFORTABLE AND BEST-APPOINTED HOTEL in the Far East; situated in the center of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pender's Wharf (the principal landing stage of the Colony).

The Hotel, STRAM LATHAM, conveys passengers and luggage to and from all Mail Steamers.

THE TABLE D'HOTE, at separate tables, is supplied with every delicacy.

THE BLD-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communication.

THE READING, WRITING, AND SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BALL and BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A GRILL ROOM, where chops, steaks, &c., are served at any hour, adjoins the Hotel.

WINE AND SPIRITS of the BEST BRANDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

SHORT PORTERS and WAITERS are continually on duty.

Hongkong, October 21, 1892.

W. POWELL & Co.

EX STEAMSHIP GLENSHIEL.

A CHOICE SELECTION OF

NEW PARASOLS.

W. POWELL & Co.

Hongkong, June 3, 1893.

ROBERT LANG & Co.

NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND

SERGES.

TROPICAL TWEEDS, HOMESPUNS AND COATINGS.

TERRA HATS (ALL COLORS) AND SUN HATS.

BOOTS AND SHOES.

WATERPROOF COATS AND UMBRELLAS.

&c., &c., &c.

PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR SHIPMENT. DATE. REMARKS.

SHANGHAI.....Aden.....Noon, 8th June.....Freight or Passage.

LONDON, &c.....Ravenna.....Noon, 8th June.....See Special Advertisement.

LONDON.....Jas.....About 11th June.....Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, H. H. JOSEPH, Superintendent.

Hongkong, June 7, 1893.

EDWARDS

"HARLENE"

ESSENTIALLY PURE

Lazaretto Hair, Whitening

To Grow Heavily in a Few Weeks, without Injury to the Hair, and to make it soft and glossy. The world-renowned Remedy for Baldness, from which it has never been equalled. As a Preserver of Whiskers and Mustaches it has never been equalled. As a Cure of Itch and Tinea of the Scalp, it is the only remedy. Grey Hair to its Original Color. 2/6, 3/6, and 6/6 per Bottle, from Clements, Harcourt Street, and Perfumers, all over the World.

To be obtained from the leading Merchants, Wholesale Dealers, Chemists and Perfumers throughout the country. EDWARDS & Co., 57, High Street, LONDON.

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The publication of this issue commenced at 6.45 p.m.

One China Deal.

The composition of the Retrenchment Commission has no pretensions to independence, as more than one of its members are interested in its inquiries—might indeed be very good witnesses, but could not be looked upon as adequate or impartial advisors. How Mr. Wodehouse, for instance, can give a fair and unprejudiced opinion upon the suggestion to keep one Magistrate only, upon the terms laid down by the Secretary of State, is more than most ordinary common sense can understand. The Secretary of State and Mr. H. E.

ordinary common sense, but we shall not try to see how the nomination of Mr. Wodehouse, or the acceptance of that nomination, can possibly establish a claim for common sense in either case. The Commission is another thing which illustrates the lack of independence in the presence of clanging questions of self-interest. Captain Hastings, whose abolition is seriously suggested, "if he will be a good man lost to the Colonies" if he does go—might as fully have been placed upon the Commission as his superior in the Harbour Office. A

would be invaluable and indispensable. As necessary as Commissioners, to recommendations necessary changes, they are of all men the most unit who could have been selected. It has been for some time a matter of curiosity how Mr. Governor Robinson could possibly have arrived at the conclusion he now places the finances of Hongkong upon so thoroughly sound basis. Sir William became communicative on several occasions upon this subject, and most accustomed to judge public men—there are not a few in this Colony—

had spoken without due consideration of the despatch containing the retirement suggestions is not a little disappointing. It refers to one or two iterations which have been frequently suggested—the one Magistrate, the Gael and Police amalgamation, and the abolition of the Assistant Harbour Master. One crowning piece of amalgamation shows ignorance as well as failure to grasp the situation; and the marvel is that Mr O'Brien should have made so serious a slip in his programme for the future conduct of the Colonists. It is a pity that the Government should have been so misled.

at the offices of Colonial Secretary and Registrar General. Nothing less like to meet the circumstances of the Colony could possibly have been hit upon, anything more certain to call forth the unqualified disapproval of the Colonial Office could not have been mentioned. The proposals of such a scheme might have ignored the struggle carried on twelve or thirteen years ago by a late Governor Hennessey, when this somewhat crooked officer endeavoured to wipe out the Registrar General from the Colonial Office List, and transfer his duties to the Colonial Secretary.

Government. Those who know the Colonial Secretary best were the loudest in their denunciation of this policy, and the Secretary, after much consideration, placed his somewhat weighty official foot upon this movement—with the result that, as a word has been said since on the subject, it is just until now, when a new and rather ignorant class of officials have arisen amongst us. Some points there may be, in the joint scheme for retrenchment produced by the Governor and the Colonial Secretary, which may lay claim to favorable consideration by an

to see what the Commissioners have
can do, especially as the Secretary
State has so emphatically stated
cannot be done. Indeed, the whole
thing is reduced to something very
a farce, and very little can possi-
come out of it. So that H. E. Sir
William will have to redeem his promise
some other way than by trusting to
Retrenchment Commission.

years ago in Hongkong. This change in condition of things financial must be taken as the principal explanation for the change of front manifested by the marine oil-holders. A scarcity of means a low rate for landed property and a large addition to the marine frontage means a proportionate decrease in the value of inland lots. This doctrine was at one time warmly converted by the Hon. C. F. Chater, in the Praya Reclamation, was at home on that point, but we are pleased to see that inexorable logic of facts has converted

Reclamation so energetically to a settlement of the error of his ways or of his beliefs. Whatever may have been the object of the Reclamation—public good or private advantage, or both—there can be no doubt the marine lot-holders who vote are still unreclaimed are honest and fair in their representations to induce the Government to suspend operations until a more convenient season. They may be seen from our columns on Monday week last, almost every marine owner is in favour of postponement, a large number of rate-payers who intend to vote are, no doubt, of the same opinion.

signed the petition to put on the nation's scheme." Those who sought to know most about the inner circles of commercial life are of opinion that the proposed outlay of so large a sum that set down for the Reclamation scheme will prove too much for the resources of the Colony. It is, indeed, feared that, over and above the loss of capital so sunk in land which for so long a time cannot be productive, the reaction must be felt adversely upon existing values and upon business generally.

Mails.

U. S. Mail/Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

Peru (via Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu)..... SATURDAY, June 17.

City of New York (via Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu)..... THURSDAY, July 6.

City of New York (via Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu)..... WEDNESDAY, July 12.

THE U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via NAGASAKI, INLAND SEA, KOBÉ, YOKOHAMA and HONOLULU, on SATURDAY, the 17th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular fare.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Special Rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running in one Sleeping Car through the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, May 30, 1893.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ALLEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHEASTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 26th day of June, 1893, at 3 p.m., the Company's S.S. NEZAR, Captain SCHMIDT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted till 4 p.m., Specie and Parcels until 3 p.m. on the 26th instant. (Parcels are not to be sent on board; Contents to be left at the Agent's Office.) Contents to be left at the Agent's Office.

Parcels will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stowaways.

For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, June 5, 1893.

1001

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely dissolves in oil of the Indian Balsam, is superior to Capsules, Gels, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in Capsules, each of which bears the name of MIDY in black letters without which none is genuine.

SANTAL-MIDY is sold by all chemists and druggists throughout the world.

Paris: 3, Rue Vivienne, 3.

For Sale by A. Watson & Co., Chemists.

Intimations.

YUNG CHUNG & Co. (興順海上).

from SHANGHAI, are prepared to undertake CONTRACTS and JOBS for PAINTING, POLISHING, DECORATING and all descriptions of ORNAMENTAL WORK in HOUSES, also for making CABINETS and FURNITURE, and select the kind of patronage of the Public. All Orders will be promptly, faithfully and satisfactorily executed. Best Materials and Superior First-class Workmanship in boat and best style guaranteed.

CHARGES MODERATE.

No. 15, WELLINGTON STREET.

Hongkong, February 1, 1893.

COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALDERMAN MEMORIAL HOSPITAL.

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the Student's Reading Room and Library.

Address to JOHN C. TROMSON, Hon. Sec. to the College.

Hongkong, February 26, 1891.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.

1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & VICTORIA, B.C.)

TWIN SCREW STEAMERS—10,000 Horse Power.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA.....6,000 Tons.....WEDNESDAY.....14th June.

EMPRESS OF INDIA.....6,000 do.....WEDNESDAY.....5th July.

EMPRESS OF JAPAN.....6,000 do.....WEDNESDAY.....25th July.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passenger choice of Atlantic Line.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, and to European officials in service of China and Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running in one Sleeping Car through the Company's and connecting Steamers.

The Dining Car and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Dining, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to H. HOLLOWAY, General Agent.

Hongkong, May 31, 1893.

975

SHARE LIST—QUOTATIONS.—JUNE 7, 1893.

BANKS.

Hongkong and Shanghai Bank Ltd.

New Issue.....50,000 \$.....125 all.....106 1/2 prem., sellers

Bank of China, Japan and Straits.....90,875 \$.....10 1/2.....11 1/2, sellers

National Bank of China, Limited.....1,250 \$.....12 1/2.....120, s. lers

MARINE INSURANCE.

Canton Insurance Office Co., Ltd.....10,000 \$.....25 1/2.....51 1/2

China Fire Insurance Co., Ltd.....25,000 \$.....33 1/2.....2 1/2, 504, sellers

North-China Insurance Co., Ltd.....25,000 \$.....20 1/2.....110, buyers

Straits Insurance Co., Ltd.....10,000 \$.....25 1/2.....82, sales

Yongze Insurance Association, Ltd.....8,000 \$.....10.....84

FIRE INSURANCE.

China Fire Insurance Co., Ltd.....25,000 \$.....25 1/2.....320, sales

Hongkong Fire Insurance Co., Ltd.....25,000 \$.....25 1/2.....320, buyers

Straits Fire Insurance Co., Ltd.....25,000 \$.....25 1/2.....320, buyers

DOCS.

H'kong & Whampoa Dock Co., Ltd.....12,500 \$.....125 all.....71 1/2 prem., sellers

SHELLFISH.

China S. S. Co., Ltd.....5,000 \$.....50 all.....\$20

China S. S. Co., Ltd.....20,000 \$.....50 all.....\$20

H.K. S. S. Co., Ltd.....20,000 \$.....50 all.....\$20

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Intimations.

CHAS. J. GAUFF & Co.

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' ORIENTED COMPASSES, BINOCLARS and OTHER COMPASSES, ADAMANTINE & LUMAY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Obsolete & Co's. Patent Water, GOLD & SILVER JEWELLERY.

In great variety.

DIAMONDS.

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London Jewellers, at very moderate prices. 742

A RANKE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosa Life yet written. A few roughly-annotated Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CHARTWELL & Co's, and Messrs. KELLY & WATSON, Limited, Hongkong; also, Mr. N. MOORE, Amoy.

Merchant Vessels in Hongkong Harbour.

Machinery of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island.

Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Sections.

1. From Green Island to the Gas Works.

2. From Gas Works to the Harbour Master's Office.

3. From Harbour Master's Office to the P. and O. Co's. Office.

4. From P. and O. Co's. Office to the P. and O. Co's. Office.

5. From P. and O. Co's. Office to the P. and O. Co's. Office.

6. From P. and O. Co's. Office to the P. and O. Co's. Office.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to North Point.

10. From North Point to Kowloon Wharves.

11. From Kowloon Wharves to the New Yard.

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SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM.

WATER.

WHAMPOA.

Vessel, Name, Flag & Co., Destination.

Chi-yen, Chi, etc.

AMOI.

In port on May 31, 1893.

MERCHANT STEAMERS.

Yung Ching, Chinese.

Anglo Indian, Brit. bgo.

Anna Bertha, Ger. bgo.

Blythe, Ger. bgo.

Mary Stewart, Ger. bgo.

Sebastian Bach, Brit. bgo.

Valkyrie, Brit. bgo.

FOOCHOW.

In port on May 21,